

C. W. MacDonald, heretofore assistant night chief operator, C.P.R. Telegraphs, Toronto, has been appointed local manager at London, Ont., vice D. H. Bowen, appointed Assistant Superintendent, Ontario Division, Toronto.

D. H. Bowen, heretofore local manager, C.P.R. Telegraphs, London, Ont., has been appointed Assistant Superintendent, Ontario Division. Office, Toronto. He entered the C.P.R. Telegraph service Oct. 1, 1886, as agent at St. Thomas, Ont., and was appointed local manager at London, Ont., Apr. 23, 1890.

J. F. Richardson, whose appointment as Superintendent, C.P.R. Telegraphs, British Columbia Division, Vancouver, was announced in our last issue, was presented with a purse of gold, by the staffs at Montreal, Ottawa and Quebec, on his transfer from the position of Superintendent, Eastern Division, Montreal.

The Pacific Cable Board's new cable, which is to be laid between Australia and New Zealand, will cost about \$875,000, which will be taken from the Board's reserve fund. The cable will be laid between Sydney and Auckland, and it is stated that the Board's headquarters in New Zealand will be moved to Auckland with the view of giving a speedier service.

W. M. Godsoe, who has been appointed Superintendent, Atlantic Division, C.P.R. Telegraphs, St. John, N.B., was born there, and entered the service there in May, 1895, being transferred to Halifax, N.S., in May, 1896. He was subsequently appointed chief operator there, and in May, 1902, Manager. On leaving Halifax, recently, to take up his new position, he was presented by the staff and personal friends, with a gold chain and engraved locket, and fitted travelling suit case.

The Maritime Telegraph and Telephone Co., which recently absorbed the Nova Scotia Telephone Co., has completely reorganized its staff, and contemplates making a number of improvements in the service. The present officers and directors are: President, S. M. Brookfield; Vice President, O. E. Smith; directors, M. Dwyer, H. R. Silver, Hon. B. F. Pearson, R. E. Harris, J. R. McLeod, Halifax, N.S., and C. F. Sise, Jr., and L. B. Macfarlane, Montreal. The annual meeting will be held in February.

The following changes of C.P.R. Telegraph officials in the Manitoba Division, J. McMillan, Superintendent, are reported:—W. R. Rutherford, heretofore local manager, Winnipeg, appointed supervisor at Souris; W. D. Neil, heretofore chief clerk to Superintendent, Alberta Division, Calgary, appointed local manager, Winnipeg, vice W. R. Rutherford; W. Kennedy, heretofore agent at Regina, Sask., appointed assistant city representative, Winnipeg; W. K. Thompson, heretofore agent at Saskatoon, Sask., appointed chief operator, Winnipeg, vice W. J. Kane; W. J. Kane, heretofore chief operator, appointed supervisor, Winnipeg.

The following changes of C.P.R. telegraph officials are announced, in addition to those mentioned in our last issue:—W. J. Camp, heretofore Electrical Engineer, has been appointed Assistant Manager, Office, Montreal. J. Fletcher, heretofore Superintendent, British Columbia Division, Vancouver, has been appointed Superintendent of Traffic, Office, Montreal. W. M. Godsoe, heretofore local manager, Halifax, N.S., has been appointed Superintendent, Atlantic Division, vice F. J. Mahon, transferred to Montreal. Office, St. John, N.B. D. H. Bowen, heretofore local manager, London, Ont., has been appointed Assistant Superintendent, Ontario Division, Office, Toronto.

The Montreal Telegraph Co.'s report,

which was presented at the annual meeting in Montreal, Jan. 11, shows assets of \$2,293,724.72. The capital is \$2,000,000, and the excess in value of property operated by the Great North Western Telegraph Co. over shareholders' capital is \$151,823.85; dividend paid Jan. 15, \$40,000; unclaimed dividends, \$938.76, and contingent fund, \$100,962.11. The system is operated by the G.N.W. Telegraph Co., and its operation and maintenance are guaranteed by the Western Union Telegraph Co., for 97 years from July 1, 1881. The total distribution to shareholders during 1911, comprising dividends and bonuses, was \$165,000. B. McLennan and R. MacD. Paterson were elected directors, succeeding H. A. Allan, resigned, and E. Rawlings, deceased.

In giving evidence before the Board of Railway Commissioners, Jan. 11, in the enquiry into telegraph tolls generally, W. J. Camp, Assistant Manager, C.P.R. Telegraphs, is reported to have stated that the total cost of the company's telegraph system, exclusive of freight charges on the material from point of origin to destinations, was \$6,696,421.40, of which \$3,897,238 was for pole line equipment. This was spread over 12,108 miles of poles, making the average cost per mile, \$321.87. The cost of wires was given as \$2,190,988, and cables \$275,044, the balance being for batteries, instruments, etc. It was also stated that there were 75,782 miles of wire along the right of way, 49,936 miles of this being exclusively commercial, 5,201 exclusively railway, and 20,735 joint railway and commercial. Of the total, 21¾% was given as railway line and 78¼% as commercial, and on that basis it was estimated that \$1,204,267.81 value of the plant was devoted to railway use exclusively, and \$5,492,153 to commercial use. The whole telegraph system of the company is estimated to be worth \$6,156,168.

The Safety Car Heating and Lighting Co., New York and Montreal, has been advised by Julius Pintsch Aktiengesellschaft, Berlin, that the Prussian Minister of Public Works Von Breitenbach, has denied a report, published in various European journals, that by action of the Reichstag at Berlin, the Prussian State Railways were to be equipped with electric light. This denial by the Minister over his signature refutes any contemplated change from gas to electricity as an illuminant on the Prussian State Railways.

NOTICE is hereby given that an application will be made by the Toronto Suburban Railway Company to the Legislature of the Province of Ontario at its next session for an Act authorizing the company:

(a) To extend its line from some point at or near Guelph, in the County of Wellington, to some point at or near Berlin, Preston, Hespeler and Galt, in the County of Waterloo, and thence to a point at or near Hamilton, in the County of Wentworth, passing through or near the Townships of Guelph, Waterloo, Dumfries, Puslinch, Beverley, Flamboro West, and Ancaster.

(b) To amend Section One of the Statutes of 1910 by inserting after the words "County of Peel," in the fourth line thereof the words "or from some point on its authorized Hamilton line at or near Cooksville, in the County of Peel."

(c) To increase the capital stock, to authorize the issue of bonds or debenture stock for terminals, bridges, station-houses, electrical generating plants and the appurtenances thereto, and all other electrical equipment necessary for the purposes of the company.

(d) To extend the time for the commencement and completion of the company's railways and for other purposes.

Dated at Toronto, this 27th day of December, 1911.

ROYCE & HENDERSON,
Traders Bank Building, Toronto.
Solicitors for the Toronto Suburban Railway Company.

TRADE AND SUPPLY NOTES.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

Calendars for 1912 have been received from Dearborn Drug and Chemical Works, Chicago; Mussels, Ltd., F. H. Hopkins and Co., Montreal; Baldwin Locomotive Works, Philadelphia.

Kennedy and MacDonald, Edmundston, N.B., who have a contract on the National Transcontinental Ry., are having three locomotives completely overhauled by the Robb Engineering Co., Amherst, N.S.

The Steel Co. of Canada has let contracts for two new open hearth furnaces of 50 tons capacity each, a blooming mill, a continuous billet mill, and a combination rod and bar mill to be built at Hamilton, Ont.

The Robb Engineering Co., Amherst, N.S., has received an order to install in a factory being built by Moirs, Limited, at Halifax, N.S., a 200 h.p. Robb-Mumford internally fired boiler, to be operated at 150 lbs. working pressure, and a 150 k.w. generator driven by a Robb-Armstrong automatic Corliss engine of the side crank type.

J. J. Gartshore, 58 Front St. West, Toronto, has purchased the material on the Opeongo Logging Railway at Whitney, Ont., in consequence of the line being taken up, as the Ontario Government has purchased some of the timber limits in that district and is adding the territory to Algonquin Park. There were a little over 13 miles of track and the rails are in first-class condition for relaying.

Allis-Chalmers-Bullock, Limited, Montreal, is an entirely separate and distinct corporation and is not in any way affected by the receivership proceedings in connection with the United States company. It has not felt adverse conditions similar to those in the U.S.; but, on the contrary, the shops are full of work and running regular time. The proceedings will not affect the operations of the Canadian company in any way.

The Canadian Locomotive Co.'s shareholders held a special meeting at Kingston, Ont., Jan. 3, when the President, W. Hart, between whom and the other directors some friction had arisen, resigned, and A. W. Wheatley, heretofore General Manager, was elected a director to succeed him. The board as now constituted is as follows:—Æmilijus Jarvis, Toronto, President; A. W. Wheatley, Kingston, Vice President, and General Manager; R. Hobson, Hamilton, Ont., W. Y. Soper, Ottawa, F. G. Wallace, Pittsburgh, Pa., J. L. Whiting, Kingston, Jas. Redmond, Montreal.

The Goldschmidt Thermit Co. in its publication, Reactions, among a number of illustrated descriptions of thermit welding, gives one of the welding of a locomotive frame at the C.P.R. shops, Revelstoke, B.C. The size of the frame at the point of fracture was 19½ by 3½ ins. The frame had to be taken off the locomotive, so that the weld was made after it had been taken down. There were altogether three breaks, two of which were welded with the frame down, and the third after the frame had been replaced in the locomotive. Altogether 300 lbs. of thermit was used, with the usual percentage of punchings and manganese.